

# The Hongkong Telegraph

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第六廿月正年二統宣

MONDAY, MARCH 7, 1910.

一拜禮

號七月三英曆西

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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$15,000,000  
Sterling ..... \$15,000,000  
Silver ..... \$15,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$15,000,000

COURT OF DIRECTORS:  
H. M. Tomkins, Esq.—Chairman.  
G. Balloch, Esq.—Deputy Chairman.  
J. W. Bannock, Esq.  
Hon. Mr. W. J. Grasson  
G. S. Gubbay, Esq.  
C. R. Lehmann, Esq.  
F. Lieb, Esq.  
G. H. Medhurst, Esq.  
R. Shallen, Esq.  
H. A. Siebe, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 2nd March, 1910.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,000,000  
RESERVE FUND ..... £1,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per cent.  
W. M. DICKSON,  
Manager.  
Hongkong, 5th April, 1909.

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, OHIO.  
KOBE, TIEN-TSIN.  
OSAKA, PEI-KING.  
NAGASAKI, NEW-CHOW.  
YOKOHAMA, DAI-NI.  
LONDON, PORT ARTHUR.  
NEW YORK, ANTUNG.  
SAN FRANCISCO, LIOYANG.  
HONOLULU, MUKDEN.  
BOMBAY, TIE-LING.  
SHANGHAI, CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent. per annum on the daily balance.  
On fixed deposit—  
For 3 months ..... 2 1/2 p.c.  
" 6 " ..... 3 " "  
" 12 " ..... 4 " "

TAKEMO TAKAMISHI,  
Manager.

Hongkong, 11th September, 1909.

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. M. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager.

Hongkong, 3rd March, 1910.

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$1000 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

INTERNATIONAL BANKING CORPORATION.  
CAPITAL PAID UP ..... GOLD \$25,000,000  
RESERVE FUND ..... GOLD \$25,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... GOLD \$25,000,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADEMILL HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " "  
" 3 " 3 " "  
" 1 " 2 " "

No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908.

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.  
G. Stepharins, Esq.  
Lee Yung Su, Esq.  
J. H. McMichael, Esq.  
C. R. Burkill, Esq.  
J. A. Wattle, Esq., Manager Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Force ..... \$3,454,152.00  
Assets ..... 7,114,490.08  
Income for Year ..... 5,073,834.81  
Total Security to Policyholders 7,886,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.  
B. W. TAFE, Esq., Canton, Macao, District Secretary.  
ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1909.

### PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m.  
7.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT GARS.

5.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT GARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Wanchow, 1st April, 1909.

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON

SHANGHAI, MOJI, KOBE & NILE ..... 5 P.M. } Freight and  
YOKOHAMA ..... Capt. C. P. Martin, R.M.R. } Passage.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... 10 A.M. } Freight only.  
Capt. A. Thompson ..... 9th Mar.

LONDON, &c., via usual Ports { MACEDONIA ..... Noon, } See Special  
Capt. J. D. Andrews, R.M.R. } Advertisement.  
19th Mar.

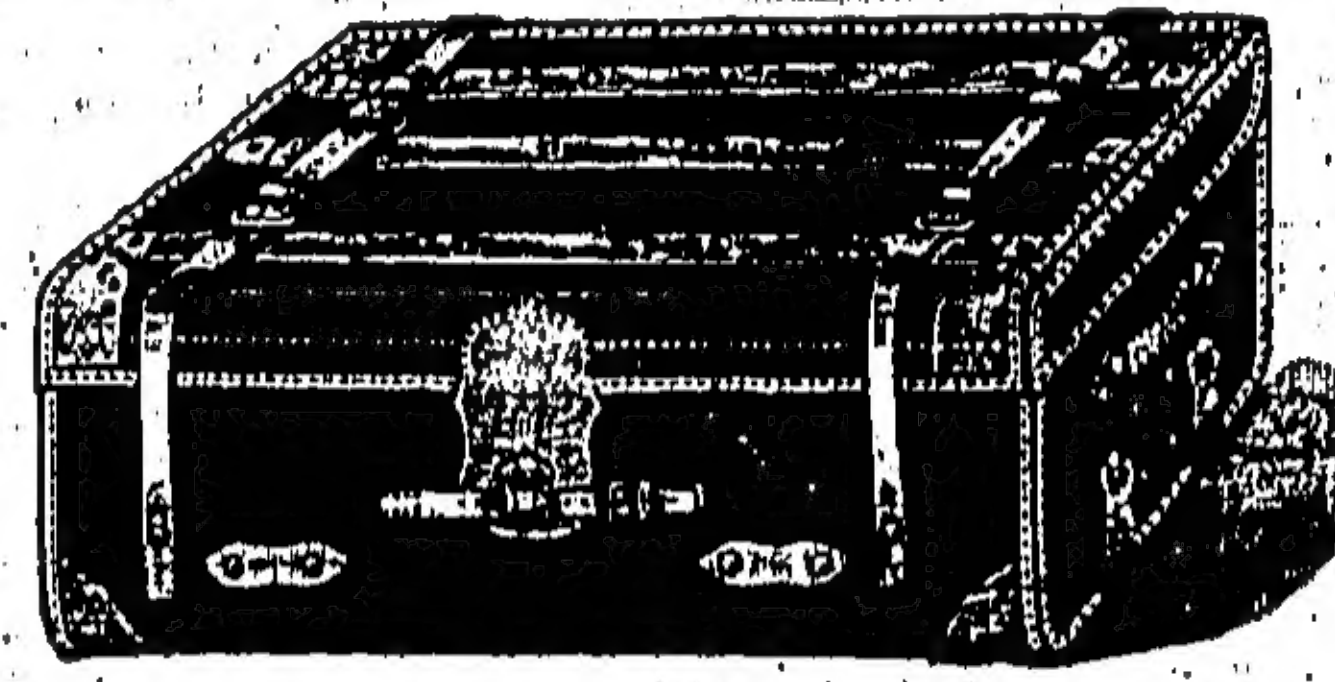
SHANGHAI ..... { DEVANHA ..... About } Freight and  
Capt. H. Powell ..... 17th Mar. } Passage.

For Further Particulars, apply to E. A. HEWETT,  
Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, 7th March 1910.

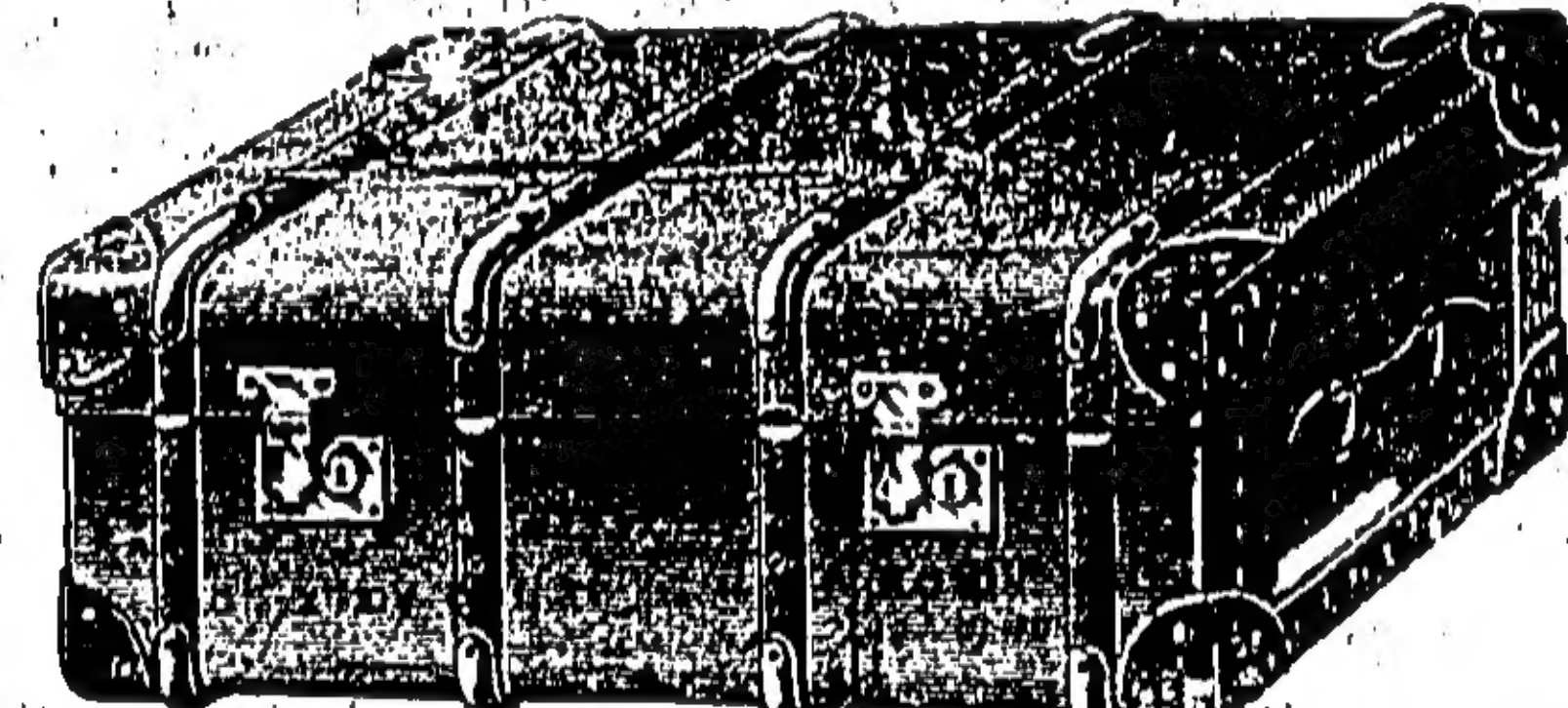
## Intimations.

### LANE, CRAWFORD & CO.

#### CABIN TRUNKS.



All Sizes. From \$18.00 each.



#### KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO.

### CALDBECK, MACGREGOR & CO.,

#### WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.



Telephone No. 75

Hongkong, 20th January, 1910.

## Hotels.

### BOXING TOURNAMENT.

AT BELLE VIEW STADIUM,

Telephone No. 907.

A GRAND TOURNAMENT for WELTER WEIGHTS and HEAVY WEIGHT is being promoted by the proprietor of the Belle View Hotel to take place on SUNDAY AFTERNOON, 20th instant.

The Tournament is open to all Navy and Army men. Entries will be received by the undersigned. The prizes are Two Silver Cups suitably inscribed, as well as a Purse. The trophies will shortly be on view at the Belle View Hotel. Correspondence should be addressed to

W. WINCH,  
Belle View Hotel.

### HOTEL CRAIGIEBURN.

Plunkett's Gap, the Peak, near the Tram Terminus Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 7th March.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
TUESDAY, 8th March.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN  
WEDNESDAY, 9th March.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
CANTON TO HONGKONG: THURSDAY, 10th March.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
FRIDAY, 11th March.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
SATURDAY, 12th March.  
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN  
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN  
SUNDAY, 13th March.  
10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodations. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### EXCURSION TO MACAO.

On SUNDAY, the 13th MARCH, 1910.  
The Company's steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
Departure from Macao at 5 P.M.  
GREAT REDUCTION IN FARES:  
1st Class Return \$1, Single \$1. and 2nd Class Return \$1, Single 50 cts.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.  
Further Particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 588 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "LINTAS" and "SANG". These vessels have Superior Cabin Accommodations and are lighted throughout by electricity. Electric Fan in each cabin.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier.

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## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,  
Manager.

Hongkong, 5th February, 1909.

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMFAU, Proprietor.

N. BEUMENTHAL,  
Manager.

### REMINGTON

#### TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.







**Intimation.**

# Powell's

**Furnishing Department**

AT  
**ALEXANDRA BUILDINGS.**  
(FIRST FLOOR)

**UPHOLSTERED CHESTERFIELDS, SETTEES, FIXED OR DROP ENDS, STUFF-OVER EASY CHAIRS**

in a variety of styles,

**IN STOCK**

ready for covering in any tapestry which may be chosen, or in loose washing covers.

**BEDROOM FURNITURE**

A Quantity of full Suites always ready for delivery in various finishes.

**BEDROOM CHAIRS, TABLES, AND LOUNGES "EN SUITE"**

**BEDSTEADS, WIRE MATTRESSES, HAIR AND FIBRE MATTRESSES, UPHOLSTERED BOX-SPRINGS AND BED LINEN**

Every Description.

Hongkong, 20th February, 1910.

## Public Companies

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD.,  
General Managers,  
Hongkong Fire Insurance Company,  
Limited,  
Hongkong, 15th February, 1910. [186]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on TUESDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order,  
H. F. HICKMAN,  
Acting Secretary,  
Hongkong, 17th February, 1910. [118]

## THE CHINA-BORNEO COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 51, George Street, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,  
W. G. DARBY,  
General Manager,  
Hongkong, 28th February, 1910. [215]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 10th day of March, 1910, at 11:30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers,  
Hongkong, 3rd March, 1910. [215]

## CHINA SUGAR REFINING CO., LD.

## NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,  
General Agents,  
Hongkong, 4th March, 1910. [229]

## LUZON SUGAR REFINING CO., LD.

## NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11:30 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,  
General Agents,  
Hongkong, 4th March, 1910. [230]

## PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,  
Agents,  
Hongkong, 15th December, 1909. [140]

## RUBBER AND THE SHIPPING TRADE.

## THE FUTURE OF PORT SWETENHAM.

In view of the phenomenal growth of the rubber industry in Malaya during the past few years, a short review of the present production of plantation rubber with its consequent effect on the shipping trade at Port Swettenham may be of interest. The export and import trade at Port Swettenham is increasing steadily, and the direct trade between Port Swettenham and Europe is increasing at an extremely rapid rate. The export trade from Port Swettenham to Europe is confined principally to rubber.

The returns of exports of rubber from Singapore, Penang and Port Swettenham for 1909 are as follows:—

	lbs.	tons.
Singapore	2,412,617	5,077
Penang	2,085,135	9.2
Port Swettenham	2,560,310	5,331
	7,407,070	15,331

The proportion of the total rubber shipped from the three ports is thus:—

Singapore	33.8%
Penang	27.9%
Port Swettenham	39.6%

The quantities from Singapore and Penang include a small proportion of re-exports of rubber from Borneo and Sumatra respectively, whilst the whole quantity shipped from Port Swettenham is produced in the Federated Malay States. The actual proportion therefore shipped through Port Swettenham in 1909 represents over 40% of the combined output of the F.M.S. and S.S. As further evidence of the large and growing importance of rubber through Port Swettenham, the totals from that port, between Nov. 5th, and Dec. 31st, 1909, were more than double the quantity for the same period from Singapore, the figures being:—

	lbs.	tons.
From Singapore	344,566	754
Port Swettenham	632,038	1,367

Moreover, the trade returns (just published) for the last quarter of 1909 show that the imports of rubber into Singapore were only half the quantity imported during the same period in 1908. There is only one inference to draw from this statement and that is that the bulk of the deficiency has been diverted to Port Swettenham. The above figures afford sufficient proof of the commanding position now occupied by Port Swettenham as a port of export for rubber.

## ESTIMATED OUTPUT OF RUBBER.

It is now well to inquire whether this trade is likely to be maintained or increased, and for this purpose an examination of the probable production of rubber in the Federated Malay States is necessary. The Director of Agriculture has estimated the output of dry rubber from the F.M.S. during the next few years as follows:—

	tons.
1909	7,410
1910	5,943
1911	9,816
1912	15,417
1913	22,234

As already seen, the total shipments for 1909 from the F.M.S. and S.S. ports were 3,331 tons. In the absence of detailed figures of the respective contributions of the F.M.S. and S.S. to these totals, it is not easy to show what is the actual increase from the F.M.S.; but in view of the comparatively small acreage of rubber in bearing in the Straits Settlements, it is safe to say that the excess of 921 tons in 1909 is very largely accounted for by rubber produced in the F.M.S. The fact that the yield per tree is very largely in excess of what experienced planters have calculated during the past two or three years, and that in consequence nearly all estates—some of the principal estates to a very notable extent—have found it necessary to revise their estimates from time to time, provides additional reasons for the presumption that the output of rubber in the near future will be very largely in excess of the previous estimates. It is a very difficult matter even for expert planters to gauge the ultimate yields from various aged trees, and it is therefore with some diffidence that one expresses the opinion that the output during this and the next few years will cause a very great surprise to those who have based their idea even upon comparatively recent estimates. It is a significant fact that the quantity of rubber exported from the F.M.S. during January this year is 343 tons, against 154 tons for the same month last year, being an increase of 125 per cent. The above totals do not include rubber from Province Wellesley, Malacca and Johore. The above figures would give a total for this year of 7,496 tons without reckoning any increase in the average for the remaining 11 months. As the quantity does increase monthly, however, it appears to be safe to say that the total for 1910 from the F.M.S. alone will be nearly 10,000 tons and for the next three years as follows:—

	about	50,000 tons
1911	30,000 "	
1912	45,000 "	
1913	50,000 "	

Port Swettenham accounted for no less than 65% of the total exports from the F.M.S. for January of this year. It is not at all improbable that the above estimates are on too conservative a basis and that the quantities, especially for 1913, may be much larger.

## PORT SWETENHAM'S PROSPECTS.

The question then arises as to which of the three principal ports will eventually become the largest exporting centre for rubber and the answer to this appears to be Port Swettenham. The reason for this is obvious. Port Swettenham is situated closest to Selangor, Lower Perak and some parts of Negri Sembilan, which contain the largest acreage under rubber cultivation, and this is already reflected in the very remarkable increase during the last two months of 1909, and in January of this year. Even if the proportion of 40% only be maintained, we find that the totals to be shipped

from Port Swettenham will probably be as follows:—

	1910 about	4,000 tons.
1911	8,000 "	
1912	12,000 "	
1913	18,000 "	

We thus see that in addition to the increasing import trade, already mentioned, at Port Swettenham, there are now the exports of rubber to be considered. The question naturally arises, is what is being done by Government to provide for the trade in the future, for there appears to be no reasonable doubt that both the present import and export trade at Port Swettenham will grow to a much greater extent than even recently. We have it on the authority of the Resident-General that the Government are doing nothing; Sir William Taylor stated at the Federal Council that "expenditure at Port Swettenham had been reduced to a minimum." What does this statement imply? A glance at the returns of direct import trade shows that the percentages of imports by direct steamers from Europe to Port Swettenham were:—

	in 1906	35%
" 1907	69%	
" 1908	10%	

THE DIRECT IMPORT TRADE. Figures for 1909 are not yet available, but there is no doubt the percentage for last year will show that the increase has been at least fully maintained. The Federal Government fully appreciate the advantage of the direct service of steamers, as practically all goods from the Crown Agents for Selangor are now shipped direct to Port Swettenham. Private importers are equally alive to this fact, with the result that the proportion of merchandise imported via Singapore is now reduced to a minimum and is confined to goods from America and some parts of the Continent, whence there are at present no direct services to Port Swettenham. Port Swettenham is situated near an awkward bend of the river, rendering navigation and manœuvring difficult for ocean-going vessels, with the result that some of the home-bound steamers, which have scheduled times to maintain and cannot therefore risk delays, find it more convenient to anchor and load at Deep Water Point, which is in every way especially suitable for anchorage, rather than chance detention through tides not being suitable at Port Swettenham.

## DEEP WATER POINT.

The mercantile community of Selangor have for some time past advocated that the present port should be supplanted and wharves erected at Deep Water Point, which is in every way superior for a large shipping trade, and the expanding trade would fully justify Government in providing a well equipped and properly adapted port. It is an open secret that this view has the support of the Resident-General and of the leading officials in Selangor. The reason that nothing is being done is because the Government of the Straits Settlements place the interests of Singapore first, and is therefore placing obstacles in the way and vetoing the expenditure necessary to provide an adequate manner for the trade through Kuala Lumpur and Port Swettenham. It is matter of common knowledge that the vast sums required for the harbour extension works at Singapore, the ultimate utility of which is doubtful, have proved a very serious drain upon the finances of the Straits Settlements. It is, therefore, of vital importance to Singapore that every thing should be done to retain the shipping trade at Selangor, and to this fact must be attributed the action of the High Commissioner in throwing cold water on the proposals to improve the facilities in the vicinity of Port Swettenham. The geographical position of Port Swettenham and Kuala Lumpur is such as to exercise a commanding influence as trade centres for the F.M.S. The trend of the trade to and from Europe and the F.M.S. is through these places and not Singapore or Penang, and it is futile to expect other considerations to interfere with, or to stem, the natural flow of trade.—H.P. Clodd in Malay Mail.

## Intimations

**Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.**

Benger's Food is sold in tins, by all Chemists, etc., everywhere.



## NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, and floor.

Hongkong, 3rd January, 1910. [71]

## Auction.

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION, TO-MORROW.

the 8th March, 1910, at 10 A.M. at Army Ordnance Stores, Queen's Road East, THE FOLLOWING

## GOVERNMENT STORES,

AT THE ARSENAL YARD:—  
OIL ENGINE TABLE with CLASS TOP, HAND WATER-CART, BRASS, COPPER, NICKEL, GUN METAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARRED and PLAIN CANVAS, ROPE, DOOSCOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c.]

A Quantity of OLD CLOTHING, Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 1th March, 1910. [231]

## Notice of Firm.

## CHARGEURS REUNIS.

By Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPOQUE & CO (Queen's Building No. 4).

CHARGEURS REUNIS,  
P. A. LAPOQUE & Co.,  
Agents,  
MESSAGERIES MARITIMES,  
P. THOMAS,  
Agent,  
Hongkong, 19th December, 1909. [276]

## Consignees.

## FROM EUROPE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"  
Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bill of Lading countersigned by the Undersigned.

Optional Cargo will be carried on, unless notice to the contrary be given before TONDAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 2nd March, 1910. [222]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 2nd March, 1910. [14]

OSAKA SHOSHEN KAISHA.

## NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU,"  
FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining on board after SATURDAY, March 12th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on 14th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA,  
Hongkong, 5th March, 1910. [6]

## Consignees.

## S. S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNERS of Cargo from London ex s.s. Cordoun and Medoa, from Salonique ex s.s. Sidon, and from Bordeaux ex s.s. Perichmos, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. the 28th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 7th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th March, or they will not be recognised.

All damaged packages will be examined on the 7th March, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent,  
Hongkong, 1st March, 1910. [120]

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MACEDONIA,"  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. Mongolia,  
From Calcutta, ex s.s. Simla,  
From Persian Gulf, ex s.s. S.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 3rd March, 1910. [14]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 3rd March, 1910. [14]

## Intimation.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DARLUM'S PATENT MOTOR  
LAUNCHES.

SOLE AGENTS FOR  
FERGUSON'S SPECIAL, CREAM  
and  
P. & O. SPECIAL LIQUOR COTTON  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

Hongkong, 7th March, 1910. [141]



## Intimation.



**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

# Watson's HYGIENOL,

## BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

### HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

**A. S. WATSON & CO., LIMITED.**

HONGKONG DISPENSARY and KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. [28]

## BIRTHS.

On March 1st, 1910, at Shanghai, to Mr. and Mrs. J. E. Lucas, a daughter.

On March 1, 1910, at Shanghai, to Mr. and Mrs. H. G. Simms, a daughter.

## MARRIAGE.

On March 3, 1910, at Shanghai, Geoffrey Herbert Wright, second son of William Wright, of Clifton, Bristol, to Nora Elizabeth, second daughter of William Bowie Buyers, of Shanghai.

## DEATH.

On February 28, 1910, at Shanghai, Charles Sturmann.

## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 7, 1910.

## CHINA'S CURRENCY.

The imposition of a higher rate of duty on Silver in India with its consequential drop in exchange as affecting the Colony, once again brings into prominence the question of the currency problem in China in respect to which Hongkong has long since been wedded. Professor E. H. Parker, of Manchester University, at a recent meeting of the Manchester Statistical Society brought to the notice of its members a paper on Chinese commerce, banking and economics, which is of special value in enlightening those who have little conception of the chaotic condition of China's monetary system. In the course of his remarks Professor Parker said that Manchester merchants will naturally be more interested in cotton goods than in anything else, and it is therefore sad to have to record for 1908 a decrease in value of Tls. 8,000,000, which sum (had the Tls. 18,000,000 from the British manufacturers' sterling price and quantity point of view. Similarly, woollen and cotton mixtures declined by one-half in quantity, and by Tls. 7,000,000 in value. Woollens declined in quantity only, but not in value—i.e., the Chinaman had to pay more silver for the same sterling value. The misfortune of Lancashire, on the other hand, are the triumph of China, for the Shanghai yarn mills in 1908 distributed 88 per cent. more yarn than in 1907, and vast quantities are now being pressed and packed in Shanghai, shipped to Dalny, and thence taken by train straight to Moscow. As recently pointed out by Mr. Moreton Erwin in the *North American Review*, this all means that the yellow race, if they persistently hold on

to a silver currency, will soon have us industrially at their mercy. The silver dollar (exactly the same in intrinsic value as the American silver dollar, which has the conventional gold value of 4s. 2d.) is only worth between 1s. 6d. and 1s. 9d., and the fluctuation is so great that even during the past two years silver has fallen from 25 to 30 per cent. in relation to gold. This means that instead of paying the Manchester merchant 310 silver taels for £100 worth of shirtings, as in days of yore, the unlucky Chinaman has now to pay Tls. 700 for £100. No wonder that first the Bombay and Hooghly cotton mills, then the Japanese mills, and now the China mills springing up in every direction threaten to sweep Lancashire trade off the Eastern seas. Sixty or seventy Chinese, men and women mixed, can be hired for the same sovereign which pays only from four to six English mill hands for the day. No wonder there is talk of the American Steel Corporation starting rolling mills in Shansi, which the Pekin Syndicate has just abandoned under "rights recovery" pressure; just as, again, the boot mills of Cawnpore have begun to cut in upon the British and American leather industries. A great future seems to lie before the Hanyang iron works for the same reason, whilst the coal and coke industries of Ping-siang in Kiangsi province show signs of very great activity, even exportation of coke abroad. A British firm has tentatively speculated in the exportation of clean, nice-fitted Chinese pork from Hankow, and, however much we may ridicule the speculation, it certainly is a very striking sign of the times. Prof. Parker did not profess properly to understand currency questions, but, so far as he could see China's safety consisted in maintaining a silver basis, and in keeping the standard of living as low as possible. Even the Japanese are beginning to see, despite their gold currency, that their true economic safety lies in the simplicity of personal wants. The saying, "Man needs but little here below," acquires new weight when applied to the restless luxury of our Western social system. Concerning Chinese banking, Professor Parker said that in principle it was very much the same as our own except that a larger proportion of the Chinese business was done in exchange pure and simple. The true currency of China was not silver in any form, still less gold, but hard bronze coins strung together in joints of a hundred so as to form a full string of a thousand. There were several varieties of cash of different values, and hence, in spite of the activity in trade, in spite of the introduction of railways, of scientific mining and innumerable new industries, the economic condition of the laborious masses was more precarious at this moment than ever it was, and all trade transactions were in a state of uncertainty. The obvious remedy was a radical reform and standardisation of the currency. But far reaching and injurious though all this petty tangle of copper "cash" payments might be, it was nothing when compared with the huge system of hocus-pocus carefully nurtured by the first-class banking element who juggled with taels and dollars every day.

## LOCAL AND GENERAL.

The last of the indentured Chinese left Rand on 28th ult.

ONE week's hard labour was given a man at the Magistracy this morning for stealing some kerosene in Des Vaux Road Central.

THIRTEEN gamblers appeared before Mr. E. R. Hallifax, First Police Magistrate, this morning. Two of the men were each fined \$50 and the rest \$5 each.

SIR George Philippo, who for the last 12 years has been British Consul at Geneva, has retired. Sir George formerly served as Judge at Hongkong and in the Straits Settlements.

THE King has been pleased to give directions for the appointment of Mr. Marcus Warren Slade, barrister-at-law, to be one of His Majesty's Counsel for the Colony of Hongkong.

THE Directors of the Shanghai and Hongkong Wharf Co., Ltd., will recommend at the annual meeting to be held on the 15th inst. the payment of a final dividend of Tls. 4 per share for the year 1909.

FOR returning from banishment, a man was awarded six months' hard labour and six hours' stocks at the Magistracy this morning. A widow was given three months' hard labour for a similar offence.

TELEGRAMS from New Orleans state that a receiver has been appointed in connection with the Textile Mills Corporation. The capital of this Corporation is \$5,000,000; it operated large cotton mills in Louisiana and Mississippi.

THE Censors are attempting to obtain information in regard to high officials in the Yunnan, Kweichow, Hunan, Hupoh, Honan, Shansi, Szechuan and Kansu provinces who may shake opinion, in order to impeach them severely for their crimes.

THE following telegraphic information has been received from the Sumatra Director and Manager of the Mantschouppu to Miljo-Borchsen Landbouwe-exploitation in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum ..... 80,000  
Crude Petroleum in Tanks at date ..... 300,000  
Cases Kerosene made since the date of the preceding half-monthly telegram ..... 80,000  
Kerosene shipped since the date of the preceding half-monthly telegram ..... 53,000  
Kerosene in Stock at date ..... 100,000

## THE HONGKONG BAR.

## MR. SLADE THE RECIPIENT OF CONGRATULATIONS.

Before the day's proceedings commenced at the Supreme Court this morning an interesting function took place. There were present in the Court-room: Hon. Mr. W. Rees-Davies, K.C.; Acting Chief Justice, Mr. Justice Gompertz, Puisne Judge, Sir Henry Berkeley, K.C.; Hon. Dr. Ho Kai, M.B., C.M.G.; Mr. M. W. Slade, K.C.; Mr. Eldon Potter, Mr. C. W. Orr, Mr. C. G. Alabaster, Mr. J. H. Kemp, Registrar of the Supreme Court, representatives of the Supreme Court Registry and several members of the legal bar.

The Chief Justice offered on behalf of the Hongkong Bar congratulations to Mr. Slade for his recent elevation to King's Counsel, and said that he felt sure that he was voicing the views of the whole Bar when he said that the honour had been well-deserved. He wished him continued success in the honourable profession to which he belonged.

Mr. Slade bowed his acknowledgments. Mr. Slade has been prominently identified with the Colony's legal work and has a brilliant career to his credit. The honour conferred upon him by being appointed a King's Counsel has been richly merited.

## CANTON DAY BY DAY.

## PLAQUE AT FATSHAN.

[From Our Own Correspondent.]

Canton, 5th March. Plague has broken out in the Tsz Shan village, in Fatshan, and many cases of the disease have been reported.

A circular has been issued by the Canton Self-Government Society to convene a public meeting to be held on the 15th inst. for the purpose of discussing a protest against the officials for the alleged unsatisfactory manner in which they dealt with the disaffected troops after the recent riots in Canton. In the circular, it is stated that the Viceroy should be requested to communicate with the British Consul and the French Consul at Canton regarding the issue of licences to Chinese boats moored at the Shamen Creek in order to have the jurisdiction exercisable over the Chinese boats in the Shamen Creek reverted to Chinese officials.

It will be remembered that, after the disastrous fire in January last year, the then Viceroy gave orders for the abolition of the flower-boats on the river. Contrary to expectations the boat people have now submitted a petition to Viceroy Yuan, through the Tsoai for the Development of Native Industries, and have obtained permission to resume their business as before at the same place near Tai Sha Tau.

## LANDSLIP AT HUNGHOM.

## TWO MEN KILLED.

The No. 1 Dock Extension at Hunghom was the scene of a sad occurrence on Saturday afternoon, when a woman and her child lost their lives as the result of a landslip. The unfortunate woman, it appears, were at the time of the fatal mishap engaged on some earthwork in connection with the work on the extension and before she had time to realise what had happened both readily fell victims to Nature's freak. Shortly after the occurrence, the Police were notified of the fatal accident and a fire-boat was dispatched to the scene for the purpose of recovering the dead bodies of the deceased but on arrival there those in charge of the fire-boat learnt that the corpses had already been removed.

RETURN of visitors to the City Hall Library and Museum for the week ending the 5th March, 1910:—

	Library Museum.
Non-Chinese	609 293
Chinese	346 3,753
Total	955 4,046

THE King has granted John Edward Foley, Esq., Manager of the Imperial Railways of North China, His Majesty's Royal licence and authority to accept and wear the insignia of the Third Class of the Royal Order of the Crown, conferred upon him by the German Emperor, in recognition of valued services rendered by him.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patient Lau Se Nai	\$50
D'Almeida & Smith	10
Hon. Mr. Wei Yuk, C.M.G.	5
E. D. Kotewal	3
Ko A Shu	2

It will be recalled with deep regret and feelings of the utmost sympathy that the condition of Mr. A. Brooke-Smith, who recently met with a shooting accident up-country, rendered necessary yesterday the amputation of the leg below the knee, says the *N. G. D. News* of 2nd inst. As a result of this drastic operation, which has so far proved satisfactory, it will be universally hoped that all anxiety regarding his health will be allayed.

A MARRIAGE has been arranged, and is expected to take place in Yokohama in May, between Lieut. Commander Basil John Douglas Goy, V.C.R.N., of H.M.S. Otter, China Squadron, and Miss Kathleen Strome, youngest daughter of C. J. Strome, Esq., of The Bluff, Yokohama. Lieutenant Goy was awarded the V.C. for gallantry displayed during the Boxer riots in China on July 13, 1900, in trying to save the life of an able-bodied seaman while the Naval Brigade was doubling across a plain under fire in order to attack the native city of Tientsin.

## UNION WATERBOAT CO., LD.

## ANNUAL MEETING.

The fifth ordinary annual meeting of the Union Waterboat Co., Ltd., was held at the company's office this afternoon. Mr. G. H. Aldhurst (chairman of the consulting committee) presided. There were also present: Messrs. J. W. O. Bonner, Duncan Clark, C. G. Gok, T. Kusumoto, R. Shewah (consulting committee), E. G. Barrett, G. R. Edwards, J. D. Auld, E. A. G. May, J. S. Roach, and S. R. Carill (secretary). The Secretary having read the notice convening the meeting:

The Chairman said:—Gentlemen,—The report and accounts having been circulated I propose to take them as read. I regret the results of last year's working are so unfavourable but considering the well-known depression that has existed in the shipping trade, shareholders I think will not be surprised at the falling off of profit on trading; coincidental with this it has been our misfortune to have to meet in cost of exceptional repairs. Damage to the extent of \$7,000 was caused by the typhoon of October 20th, and bills for upkeep and maintenance were very heavy indeed, all of which however have been debited to working account. I am glad to say we have been able to dispose of our two oldest boats during the year though the price realised was only some \$3,300. The boats being expensive to run and too old and dilapidated to repair we considered it in the best interests of the company to sell them at what after all was their break-up value. The remaining boats taken over from the Hongkong Steam Waterboat Co. have been thoroughly overhauled and repaired, and our Superintendent reports that all our ten boats are now in first class condition. I hope, gentlemen, you will approve of the balance of profit and loss account being transferred to a special repairs account. I would mention that the object of this special account is to form a fund to cover exceptional repair bills we may have to meet, and also to serve as the nucleus of an insurance fund for such of our boats as are uninsured. With the improving conditions of trade the prospects for the present year are distinctly more favourable and I think we can reasonably expect better results in the future. I now beg to move that the report and accounts be received, approved, and adopted; after this resolution has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. R. Shewan seconded.

Motion carried unanimously.

Capt. J. S. Roach moved the confirmation of the appointment of Mr. P. J. Bischoff on the consulting committee.

Mr. G. R. Edwards seconded.

Agreed.

The Chairman:—That is all the business gentlemen. Thank you for your attendance.

## THE REPORT.

The report is as follows:—

The general managers beg to submit their annual report and statement of the company's accounts made up to 31st December, 1909.

The net profit for that period, including \$72.51 brought forward from last account, and after allowing for bad debts, consulting committee and auditors' fees, amount to \$11,956.18 which it is proposed to carry to a special repairs account.

Consulting Committee:—Since last meeting Messrs. G. O. Moxon, S. Silverstone and H. J. Van den Bosch have resigned and Mr. P. J. Bischoff has joined the committee.

Auditors:—The accounts under review have been audited by Mr. A. O'D. Gourdin.

DOPWELL & CO., LTD., General Managers.

Hongkong, 23rd February, 1910.

## BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.	
Share Capital	
Authorised—	
50,000 shares of \$10 each	\$500,000
Issued—	
17,723 shares of \$10 each fully paid	\$177,230.00
Sundry creditors	7,832.18
Unclaimed dividends	687.80
Profit and loss account, balance	11,956.18
	\$197,706.16

## ASSETS.

Waterboats as per last account	\$253,65.00
Less amount written off \$13,165.00	
Sale of old boats	3,302.85
	\$243,697.15
Pipes and stabling as per last account	1,000.00
New pier	4,560.70
	5,560.70
Furniture	50.00
Cash in Bank and in hand	4,555.89
Hongkong Bank Fixed Deposit	43,200.00
Hongkong Government Deposit	500.00
Sundry debtors	5,942.93
Stock of hose, etc.	1,200.00
	\$97,706.16

## PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1908.

Dr.	
To Consulting Committee's Fees	\$ 700.00
To Auditors' Fee	100.00
To Bad Debt	21.85
To Balance	11,956.18
	\$ 12,778.03

Cr.	
By Balance from last account	\$ 172.51
By Profit on Trading for the year	10,762.25
By Interest	1,792.24
By Transfer Fees	51.00
	\$ 12,778.03

## THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

## ANNUAL REPORT.

The report and statement of accounts for the year ended 31st December, 1909 state:—

The profit on working was \$303,595.05, as compared with \$243,713.58 in 1908.

The balance at credit of Profit and Loss account, including \$50,102.56 brought forward from last year, and after deducting directors' and auditors' fees and transferring \$5,186.50 to depreciation and repairs account, amounts to \$264,847.44, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent.	\$150,000.00
To write off launches	10,000.00
To write off lighters	80,000.00
To write off machinery	20,000.00
To carry forward to new account	4,847.44
	\$264,847.44

Storage business decreased considerably during the year, but in other directions there was a slight improvement. The increased profit on Working account is therefore entirely due to reductions in staff and other economies.

The rebuilding of No. 1 wharf, destroyed in the typhoon of September 1906, was completed.

Directors.—Mr. G. Fricland and Mr. W. H. Helms resigned on leaving the Colony. Mr. H. A. Siebs and Mr. J. Bandow joined the Board; their appointment requires confirmation.

Mr. C. S. Gubbay and Mr. E. G. Barrett, retire in rotation, according to the Articles of Association, but, being eligible, offer themselves for re-election.

Auditors.—Messrs. W. H. Poits and A. O'D. Gourdin have audited the accounts now presented and offer themselves for re-election.

W. J. GRESSON, Chairman.

Hongkong, 2nd March, 1910.

## BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.	
Dr.	
To capital, 60,000 fully paid up shares at \$50...	\$3,000,000.00
To estate of G. Sharp, mortgage	156,951.00
To reserve fund	550,000.00
To insurance fund	40,000.00
To Hongkong and Shanghai Banking Corporation	505,587.27
To sundry creditors	315,468.85
To unclaimed dividends	1,918.00
To balance of Profit and Loss account	164,847.44
	\$4,534,772.16

## Assets.

Cr.	
By value of land and buildings at Kowloon as per last account	\$3,221,670.66
Since expended	174.00
	3,221,844.66
Less sale of material	2,215.64
	\$3,219,629.02
By value of wharves at Kowloon as per last account	315,703.91
Since expended on new wharves	112,091.48
	435,794.79
By value of railways and rolling stock at Kowloon as per last account	97,351.87
Since expended	8,426.59
	105,778.46
By value of launches as per last account	70,452.50
By value of lighters as per last account	445,182.61
Less sale of two lighters	6,000.00
	439,182.61
By value of machinery and plant as per last account	1,775,72.74
Since expended	5,162.84
	173,015.58
By value of sheer legs as per last account	3,000.00
By value of land and buildings at West Point	263,143.88
By value of West Point wharf	9,092.74
By sundry debtors	104,884.94
By value of coal on hand	642.62
By value of stores on hand	9,709.93
By a share Union Ins. Society of Canton, Ltd.	400.00
	\$4,534,772.16

## PROFIT AND LOSS ACCOUNT.

To interest	\$50,102.56
To directors' and auditors' fees	10,000.00
To transfer to depreciation and repairs account	5,186.50
To balance	264,847.44
	\$140,447.76

## Cr.

By balance from last account	\$30,102.56
By net earnings for 1909	303,595.05
To transfer fees	204.00
By premium on 771 shares	6,545.55
	\$340,447.76

## DEPRECIATION AND REPAIRS ACCOUNT.

Dr.	
To ordinary repairs, renewals and improvements during 1909	\$31,993.05
	\$31,993.05

## Cr.

By balance from last account	\$26,806.55
By balance from Profit and Loss account	5,186.50
	\$31,993.05

## CHALLENGE ISSUED.

In the course of the evening, Seaman Cardigan issued a challenge to Kid Marriott for the bantam-weight championship of the Colony and a free side-bet. Marriott accepted the challenge. Seaman Roberts also intimated that he would accept a challenge for the lightweight championship of the Colony for a substantial side-bet.

## BOXING AT THE V.R.C.

## A SERIES OF CLEAN FIGHTS.

Local lovers of the manly art were provided with a veritable treat at the V.R.C. gymnasium on Saturday night, when some of the finest fights seen for a long time were witnessed by a large house. The arrangements were admirably carried out and the crowd, which was an extremely orderly one, gave absolutely no trouble. Mr. A. Rodger acted as referee, Mr. W. S. Bailey and Lieut. B. K. Johnson, U.S.N., were the judges and Messrs. T. Meek and C. Bunje discharged the duties of time-keepers. The working committee was composed as follows:—Messrs. A. L. Allen, J. A. S. Allen, A. V. Barrow, O. Choyut, J. Forbes, and R. F. Lammert. Mr. R. L. Bridger acted as M.C.

The first contest was one of six two-minute rounds between Lance-Sergeant Fletcher, The Buff, and Gunner Rickwood, R. G. A. The fight from the beginning was on the side of the Buff man, who kept the pace throughout the whole length of six rounds. He punished his opponent severely and the few thrusts that the latter managed to get in lacked force. In the second round the gunner hit his opponent's gloves more than anything else. It was obvious that all the science was on Fletcher's side, and that his opponent was no match for him. The gunner was driven to the ropes, but very smartly regained his balance just before the gong sounded. In the following round the gunner assumed the offensive with a right to the ribs, followed by a left on the point of the jaw. Both men waited for the other to lead, with the consequence that no further blows were exchanged just before the gong sounded. Fletcher commenced the fourth round with a right to the ribs. He punished the gunner with rare persistency and did all the leading, his opponent being mainly on the defensive. In the fifth round the gunner was driven to the ropes but quick as lightning he was up again and showed a series of blows which almost caused Fletcher to lose his guard. The men were sparring at Rickwood's corner when the gong sounded. In the last round, Fletcher again led but was stopped short in his formidable thrusts by a right uppercut from his opponent. Matters were more or less progressing even when the sounding of the gong brought the contest to a close. At the conclusion of the last round, the referee announced that the rounds had been so close that he decided to call for another three-minute round, the decision being received with acclamation. There was give and take in the beginning of the deciding round and the gunner at one time warmed up to his work. The result of the fight was a win for Fletcher on points.

The second contest was another six two-minute rounds, this time between Seaman Sky Kerrison, of H.M.S. Kent, and Seaman Mustard, of H.M.S. Bedford. In the first round Kerrison was twice driven to the ropes. Thereafter there were several clinches and after each break, Mustard's right found his opponent's jaw with flail-driving force. In the ensuing rounds there was much of the give-and-take business and the fight was declared a draw.

The next event was six two-minute rounds between Lance-Corporal Field, of The Buff, and Private Baker, also of The Buff, and was a regular burlesque. The private, who had an advantage in height and had a longer reach than his opponent, caused roars of laughter by his crude exhibition of the noble art. He certainly did not betray signs of even a rudimentary knowledge of the art, and the sum-total of his performance were gentle taps on his opponent's cheek. The opening round was fast and furious, during which the private was several times driven to the ropes but in the second round, he appeared to lose wind and was sent to the boards violently puffing before the bout was half-way.



## BUFFS RACE MEETING.

## CAPITAL AFTERNOON'S SPORT.

The second annual regimental race meeting held by the Officers of the Buffs took place on Saturday afternoon. The afternoon was small, and this was explained by the inclement condition of the weather. The sport provided was, nevertheless, interesting and the buffes, in no less than three out of the six events, were keen and exciting. Jock Scott's win in the race for the Jockey Club Cup furnished an agreeable surprise to his supporters in the "pari," who came in for \$200.70 for every \$5 invested; one fortunate gentleman had no less than five tickets on the winner while another of Palm Tree's patrons had two.

Among those present was His Excellency the Governor who arrived after the third race and stayed till the end.

At the conclusion of the races, Mrs. Eaton presented the prizes to the successful owners, after which Lieut-Colonel Bayard thanked the Stewards of the Jockey Club for the use of the Course that afternoon.

The Band of the Buffs enlivened the proceedings with pleasing selections of music capitally rendered.

STEWARDS—Lieut. Col. R. Dayard, D.S.O., Major W. A. Eaton, Major H. Findlay, Mr. H. W. Green, Mr. H. B. Potter and The Hon. P. G. Scarlett.

Judges—Major-General R. G. Broadwood, C.B., Commodore Lyon, A.D.C. R.N., Starters—The Hon. Sir Henry May, K.C.M.G., and Mr. T. F. Hough.

Clerk of the Scales—Mr. H. P. White. Clerk of the Course—Major W. A. Eaton. Hon. Secretary—Mr. H. W. Green.

1.—3.30 P.M.—THE SUBALTERN'S CUP.—A sweepstake of \$5 for starters. For China polo ponies the property of subalterns, The Buffs. Weights, penalties and conditions as for Regimental Cup. To be ridden by subalterns. The Buffs. Time 1:12 1/2 furlongs.

The Hon. P. G. Scarlett's Baluchi Chief, 11st 11bs. (Owner) 1  
Mr. H. D. Collison Morley's Kirkmahoe, 11st 11bs. (Sill) 2  
Mr. C. E. G. Davidson's Seraph, 11st 11bs. (Brice) 3  
Mr. E. C. Norman's Ben Alder, 11st 11bs. (Potter) 4  
Mr. H. W. Green's Grasshopper, 11st 11bs. (Henriques) 5

Five ponies started for this race. Kirkmahoe showed the way to Grasshopper, Seraph, Ben Alder and Baluchi Chief, the last named having the worst of an indifferent start. Kirkmahoe led the quintette round the village bend, Baluchi Chief had hidden overtaking his leaders until he drew level with Seraph who was second to Kirkmahoe. The leader took the rails but could not retain his advantage being successfully challenged by Baluchi Chief, who finished a length in front of Kirkmahoe. Seraph was a poor third.

Time: 1m. 45 3/4 sec.  
Dividends:—Win, \$ 20.00  
Cash sweep:—  
Ticket No. 27, 1st, \$17.35  
" 32nd, 2nd, 62.10  
" 33rd, 3rd, 31.05  
Commission, 34.50

2.—3.00 P.M.—THE UNITED SERVICE CUP.—A cup presented by the officers, The Buffs added to a sweepstake of \$10 for starters. For China ponies the property of officers of the Navy and Army, South China. Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or oftener 14 lbs. Subscriptions of this season, 1909-1910, allowed 5 lbs. To be ridden by officers of the Navy or Army. Once round.

Capt. Heathcote's Tomahawk, 11st 11bs. (Owner) 1  
Capt. Dwyer and Beasley's Kerry, 11st 11bs. (Scarlett) 2  
Major Gen. Broadwood's Rufus, 11st 11bs. (Owner) 3  
Major Eaton and Mr. Potter's Jock Scott, 11st 11bs. (Potter) 4  
Mr. J. Crookenden's Resolution, 11st 11bs. (Owner) 5

Mr. Leeson's Seafoam, 11st 11bs. (Owner) 6  
Dr. Rigall's Mummery, 11st 11bs. (Maxwell) 7  
Commodore Lyon's Llama Chief, 11st 11bs. (Owner) 8

\* 7 lbs. penalty. † Allowed 5 lbs.

Rufus was on the rails before the fall of the flag and Tomahawk on the outside. To a good start Rufus and Jock Scott went in front of the field and led for the first furlong, Mummery, several lengths, bringing up the rear. At the Bowington gate Tomahawk forced the pace and got ahead of Rufus, the two keeping in close company together. Kerry was fifth, but overhauled the fourth pony at the bottom of the incline. Passing the Black Rock Tomahawk showed to the front of Rufus, Resolution and Kerry in the order named, Mummery many lengths behind last. Going down the incline Kerry rushed to the front and was almost level with Rufus who was only half a length behind; Tomahawk on the rails. The two favourites made a good race in the home straight, Tomahawk being on the rails and Kerry on the outside. Capt. Heathcote's mount was the better of the two and passed the winning post a length ahead of Kerry. Rufus was a good third.

Time: 1m. 56 1/2 sec.  
Dividends:—Win, \$ 24.80  
Cash sweep:—  
Ticket No. 26, 1st, \$12.65  
" 20, 2nd, 127.90  
" 33, 3rd, 58.95  
Commission, 65.50

3.—3.40 P.M.—THE POLO SCURRY.—A piece of plate, added to a sweepstake of \$5 for starters. For bona fide China polo ponies, to be certified as such by the hon. secretary, Hongkong Polo Club. Catch weights 11st 7 lbs. To be ridden by members of the Hongkong Polo Club. Three furlongs.

Mr. J. Johnston's Salvo, 11st 7lbs. (Owner) 1  
Major Findlay's Billy, 11st 13lbs. (Owner) 2  
Capt. Brierley's Attila, 11st 7lb. (Heathcote) 3  
Mr. C. E. G. Davidson's Seraph, 11st 7lb. (Brice) 4  
Capt. Dwyer and Beasley's Tamar, 11st 7lb. (Master) 5  
Commodore Lyon's Swan, 11st 7lb. (Fitzherbert) 6

The Hon. P. G. Scarlett's Baluchi Chief, 11st 7lb. (Owner) 7  
After two false starts the field got away with Seraph in the lead and Billy several lengths behind last. Salvo soon shot to the front and Billy rapidly made up lost ground, while Attila was making gallant efforts to get level with the leaders. Mr. Johnston's mount led at the village bend, hard-pressed by the next favourite, Billy. Salvo successfully resisted Major Findlay's challenge and romped home an easy winner, with a length to spare. Attila finished third.

Time: 44 3/5 seconds.  
Pari-Mutuel  
Dividends:—Win, \$ 8.50  
Cash sweep:—  
Ticket No. 30, 1st, \$45.75  
" 34, 2nd, 130.50  
" 38, 3rd, 65.35  
Commission, 72.50

4.—4.00 P.M.—THE JOCKEY CLUB PLATE.—A piece of plate presented by the officers, The Buffs, added to a sweepstake of \$10 for starters. For China ponies the property of the members of the Hongkong Jockey Club. Weight for inches as per Hongkong Jockey Club scale. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or oftener 14 lbs. To be ridden by members of the Hongkong Jockey Club. One mile and a half.

Major Eaton and Mr. Potter's Jock Scott, 11st 11bs. (Potter) 1  
Hon. Mr. W. J. Gresson's Lamerton, 11st 11bs. (Johnstone) 2  
Mr. C. C. Moxon's Giesler, 10st 11bs. (Moxon) 3  
Mr. H. P. White's Sorosis, 11st 5lbs. (Heathcote) 4  
Mr. Buxey's Dwarf Rose, 11st 11bs. (Master) 5

Five ponies faced the starter. There was a false start. At the start Sorosis led, but soon surrendered his advantage to Dwarf Rose who settled down in front of Jock Scott, Sorosis, Lamerton and Giesler. Dwarf Rose increased his lead to about ten lengths followed by Lamerton. The first time passed the Judge's Box, the order was: Dwarf Rose, Lamerton, Sorosis and Jock Scott. The field raced in processionary order down the back stretch into the Bowington bend when Giesler crept into fourth place. Dwarf Rose was still ahead by several lengths, but Lamerton did not give him too free a chance and trotted up in fine style, so a levelling with and passing Dwarf Rose nearing the village. Giesler by this time had got into third place while Jock Scott was coming up in a spurring gallop. In the home straight Lamerton was on the rails, hotly pursued by Giesler and Jock Scott on the outside. Dwarf Rose had fallen away several lengths behind. Jock Scott challenged the leader and managed to displace Lamerton at the post by half a length. Giesler was third.

Time: 3m. 12 1/2 sec.  
Dividends:—Winner \$200.70  
Cash sweep:—  
Ticket No. 135, 1st \$54.40  
" 132, 2nd \$158.40  
" 70, 3rd \$79.20  
Commission \$78.00

5.—4.45 P.M.—THE REGIMENTAL CUP.—A sweepstake of \$5 for starters. For China polo ponies the property of officers, The Buffs, to be certified as such by the stewards of the meeting. Weight for inches as per Jockey Club scale raised 7 lbs. To be ridden by officers of the Regiment. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice 14 lbs, three times or oftener 21 lbs. Five furlongs.

The Hon. P. G. Scarlett's Baluchi Chief, 11st 5lbs. (Owner) 1  
Major Findlay's Billy, 11st 12lbs. (Owner) 2  
Mr. J. Crookenden's Resolution, 11st 11bs. (Owner) 3  
Mr. R. P. Wedd's Shandy Gaff, 11st 12lbs. (Sill) 4  
Major Eaton's Vine, 11st 5lbs. (Potter) 5  
Lt.-Col. Bayard's Game Chick, 11st 5lbs. (Owner) 6

\* 7 lbs. penalty. † 5 lbs. overweight.

No difficulty was experienced in getting the field off six away on equal terms. Billy shot to the front followed by Game Chick and Resolution. Shandy Gaff was several lengths behind last. At the village bend Resolution crept up into second place, Game Chick was third and Baluchi Chief fourth. The Chief overtook Game Chick on entering the straight home. At this stage a splendid race ensued between Billy on the rails, Resolution in the middle and Baluchi Chief on the outside. The Hon. Scarlett showed excellent jockeyship and brought his mount, Baluchi Chief, to the front in fine style. The Chief won the race, after an exciting finish, by half a length from Billy; the same distance separated the latter from Resolution who finished third.

Time: 1m. 18 2/5 sec.  
Dividends:—Win, \$30.00  
Cash sweep:—  
Ticket No. 59, 1st, \$67.00  
" 100, 2nd, \$62.00  
" 134, 3rd, \$8.00  
Commission, \$90.00

Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Penalties: Winners at Hongkong Meeting, 1910, once 10 lbs, twice or oftener 14 lbs. To be ridden by officers of the Navy and Army, or members of the Hongkong Jockey Club. Once round.

Mr. J. Johnston's ch. Salvo, nominated by Mrs. Gresson 11st 7lbs. (Owner) 1  
Mr. H. P. White's ch. Coxcomb, nominated by Mrs. Humphreys 11st 5lbs. (Kremer) 2  
Capt. Heathcote's g. Tomahawk, nominated by Mrs. Stewart 11st 13lbs. (Owner) 3  
Messrs. Moxon & Gage's g. Fig Tree, nominated by Mrs. Moxon 12lb 11b. (Master) 4  
Mr. J. Johnston's Younger Brother, nominated by Mrs. Gresson 11st 8lbs. (Maxwell) 5  
Mr. L. Leeson's g. Sealism, nominated by Mrs. Adair 11st 5lbs. (Owner) 6  
Commodore Lyon's g. Llama Chief, nominated by Mrs. Lyon 11st 2lbs. (Owner) 7

Through Fig Tree's and Tomahawk's restlessness some delay was experienced before the start. Llama Chief (Commodore Lyon) had to be led to the starting post and showed his bad temper by making a rush up the bank in front of the spectators' stand. He very nearly upset the gallant Commodore by backing as he came down the perch again. Ultimately the field got away to a capital start, Fig Tree and Tomahawk in partnership leading the bunch. At the 5 furlong post Younger Brother, who was lying behind, forced the pace for his stable companion, Salvo, who was hard held by Mr. Johnston. Younger Brother could not maintain the rapid pace and fell away. At the Black Rock the field of seven bunched with Tomahawk slightly ahead of Coxcomb, Salvo, the favourite, being fifth. Bringing his mount round to the outside course, Mr. Johnston began to make a determined effort for the honours of the race. By the time the village was reached he was racing neck and neck with Coxcomb in the second place, gaining on Tomahawk's leadership with every stride. Entering the home straight the struggle was a keen and exciting one, the trio galloping on equal terms. Tomahawk could not resist the strenuous challenge and the race resolved itself into a trial of speed between Salvo and Coxcomb. The former had the advantage of a more experienced and successful jockey and caught the judge's eye by half a length before Coxcomb who was in front of Tomahawk by a short length.

Time: 1m. 57 1/5 sec.  
Dividends:—Win, \$9.80  
Cash sweep:—  
Ticket No. 41, 1st, \$530.55  
" 176, 2nd, 177.30  
" 87, 3rd, 88.65  
Commission, 98.50

## RICKSHA DRIVER HOAXED.

## A FARE'S PRACTICAL JOKE.

The low class Chinaman is not generally credited with a sense of humour but the other day the Police were eye-witnesses of an incident which served to show that it is the exception which proves the rule. To come to the story, a Chinaman hailed a ricksha near the Western Market. The man, who carried a jar, instructed the ricksha-puller to drive him to a certain restaurant. Arriving at his destination, the man asked the driver to wait and proceeded inside the hotel, leaving the jar behind him. After having waited for something like four hours and there being no signs of the fare, the Jehu's patience became exhausted and he decided to pay a visit to the Central Police Station with the jar. On opening the jar, the driver made the precious find of some fried mackerel and a quantity of boiled water, which, needless to remark, was scant remuneration for a four hours' wait. The perpetrator of the practical joke has not been discovered by the Police and it is doubtless enjoying the joke in silence.

## NEW GERMAN GUNBOAT FOR YANGTZE.

## SHANGHAI DOCK CO. COMPLIMENTED.

A new river gunboat named "Otter" has just been built for the German Government to be added to the fleet in Chinese waters. It has been constructed and engineered by the well-known firm of J. O. Tecklenborg and Co. of Genesee, and is re-erected by the Shanghai Dock and Engineering Co., Ltd., at their International Dock under the supervision of Herr Max Biese of the former firm.

The vessel presents an extremely smart appearance and is built throughout of a special armoured steel which combines the advantage of great strength and extreme lightness. The quarters for the officers, crew and hospital have been thought out and arranged for the high temperatures to be met with in the upper Yangtze during the summer months, while to add to the comfort a refrigerating machine has been installed of the very latest pattern.

The machinery consists of two Schottel water tube boilers generating steam at a working pressure of 16 kilogrammes per square centimetre, and supplying same to two sets of triple expansion surface condensing engines running at 350 revolutions per minute and developing 1,700 indicated horse power capable of driving the vessel at a speed of 14 knots.

The official trial took place on the 28th ultimo, outside Woo-sung, with most satisfactory results, all requirements being more than fulfilled in every case, with the result that the commission appointed by the Admiralty had the merchant marine flag hoisted down on the return trip and the naval flag hoisted, denoting that the Otter had been taken over and placed in commission. We understand that Mr. Biese is well satisfied with the speedy work of the Shanghai Dock & Engineering Co., Ltd. and has been authorised to congratulate the firm on having finished the whole work in much less than the contract time.—N. C. D. Nov.

## To-day's Advertisement.

SPECIAL SALE BY PUBLIC AUCTION OF HIGH CLASS JEWELRY DIRECT FROM LONDON.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on

SATURDAY, the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY, the 22nd March, 1910, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, SINGLE STONE, DIAMOND RINGS, DIAMOND AND RUBY, EMERALD, OPAL, JADEITE, and SAPPHIRE RINGS, MARQUISE RINGS, GEMSET RINGS, GOLD AND GOLD-FILLED BANGLES and BRACELETS, GENT'S SOLID GOLD and GOLD-FILLED WATCHES and ALBERTS, DIAMOND TIE PINS and STUFF, LEVER WATCHES, OPEN-FACE WATCHES by Benson (cost £25), 18-Carat GOLD WATCH by Dent (cost £40), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, BROOCHES, CHARMS, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER BACKED COMBS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD-FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARRINGS, BROOCHES, HAT PINS, SILVER BELTS, FIELD GLASSES, SILVER-MOUNTED SOFT BOTTLES, &c., &c.

A few Lots of E. P. Nickel Silver Art quality TABLE PLATE and CUTLERY. ALSO SUNDRY IRISH LINENS. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 7th March, 1910.

## WATER RETURN.

Level and storage of water in Reservoirs on the 1st March, 1910.

	1909.	1910.
Tytam...	35' 6" below overflow	35' 3" below overflow
Tytam Byewash...	26' 9" below overflow	28' 4" below overflow
Tytam Intermediate...	2' 10" below overflow	0' 6" above overflow
Pokfulum...	15' 1" below overflow	13' 1" below overflow
Wong-nai-chung...	33' 5" below overflow	45' 4" below overflow

## STORAGE GALLONS.

	1909.	1910.
Tytam...	149,040,000	151,180,000
Tytam Byewash...	256,000	nil
Tytam Intermediate...	180,021,000	198,768,000
Pokfulum...	33,840,000	37,830,000
Wong-nai-chung...	2,610,000	nil
Total...	366,367,000	387,778,000

Consumption of water in the City and Kowloon during the month of February, 1910.

	1909.	1910.
Consumption ...	102,145,000	118,082,000 gallons
Estimated population ...	208,110	209,910
Consumption per head per day ...	17.5	20.1 gallons

Constant supply in all districts during February, 1910.

Intermittent supply by Rider mains in Rider main districts during February, 1909.

## KOWLOON WATER WORKS LEVEL.

	1909.	1910.
Kowloon Gravitation Reservoir ...	24' 4" below overflow	14' 10" below overflow

## STORAGE GALLONS.

	1909.	1910.
Kowloon Gravitation Reservoir ...	147,433,000	215,933,000 gallons

Consumption of water in Kowloon during the month of February:—

	1909.	1910.
Consumption ...	20,898,000	21,110,000 gallons
Estimated population ...	86,500	97,300
Consumption per head per day ...	8.6	8.3 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## Events Coming.

Tuesday, 8th March.  
Hongkong Horticultural Society, Flower Show in the Botanic Gardens, 2 p.m.  
Hockey Semi-Final, H.K.H.C. vs. Mahatras, Happy Valley, 4.45 p.m.

Wednesday, 9th March.  
Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the offices of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.  
Hongkong Horticultural Society, Flower Show in the Botanic Gardens.

Thursday, 10th March.  
China Fire Insurance Company, Limited, Annual Meeting, at 3, Queen's Road Central Noon.  
Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.  
Kowloon Wharf and Godown Co., annual meeting, 12.30 p.m.

Saturday, 12th March.  
Hongkong Regatta.  
Hongkong Football Shield Final, Buffs vs. Naval Yard, 4 p.m.  
Boxing "Bill Lewis" vs. "Battling Simms," City Hall.

Tuesday, 15th March.  
China Borneo Company Limited, Annual Meeting, at St. George's Building, noon.

Friday, 18th March.  
Hughes and Hough Auction sale of furniture at "Lee Mo" Peak Road, 2 p.m.

## To-day's Advertisements.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on SATURDAY, 12th March, at 12.30 P.M., for the purpose of receiving the Directors' Report and the Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 12th March, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 26th February, 1910.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "MAE DONIA," Captain J. D. Andrews, R.M.R., carrying His Majesty's Mails, will be despatched from this for LONDON DIRECT call at BOMBAY for Passengers and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required. For further Particulars, apply to

R. A. HEWITT, Superintendent, Hongkong, 7th March, 1910.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, GAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies' Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Wm. Jones and Sons, Ltd. 1909.

In Drums and Barrels of various colours. Prospectus and all further information from

SIEMSEN & CO., (Machinery Dept.) Hongkong Sole Agents.

Hongkong, 7th December, 1909.

## SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

## FIRST APPEARANCE IN HONGKONG

OF

Mr. CARL WALLNER, Whistler and Comedian.

MISS ADA KING

AND

MISS RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 19th February, 1910.

## CLARETS &amp; SHERRIES.

BEST VALUE GIVEN.

Medoc, St. Emilion, St. Julien, St. Estephe,

Ch. Larose, Ch. Mouton Rothschild.

Manzanilla, Amoroso, Fino Seco, Amon-

tillado, Vino de Pasto, Grand Old

Brown.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road.

Telephone 155.

Wentworth 4th March 1910



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to Alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN" SATURDAY, MAR. 25TH.	"EMPEROR OF IRELAND" FRIDAY, APRIL 22ND.
"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.	"EMPEROR OF IRELAND" FRIDAY, MAY 20TH.
"EMPEROR OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPEROR OF BRITAIN" FRIDAY, JULY 1ST.
"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPEROR OF CHINA" SATURDAY, JUNE 10TH.	

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One-Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 243. Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—J. W. ORADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

For	By	On
SHANGHAI, KOBE & MOJI	"KUTSUYO"	TUESDAY, 8th Mar., Noon.
SGAPORE, PENANG & CALCUTTA	"NAMANG"	WEDNESDAY, 9th Mar., Noon.
SHANGHAI	"CHIOYANG"	FRIDAY, 11th Mar., Noon.
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.
SGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 15th Mar., Noon.
MANILA	"LUONGSANG"	FRIDAY, 18th Mar., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kutsumaru," "Namang" and "Fuyuharu" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Cheloo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 7th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	8th Mar.	3 P.M.
MANILA	"TAMING"	8th	3 P.M.
SWATOW & SHANGHAI	"KASHING"	8th	4 P.M.
HOIHOW & HAIPHONG	"SI (AN)"	10th	4 P.M.
AMOI, MANILA, CEBU & ILOILO	"KAIFONG"	10th	4 P.M.
SHANGHAI	"ANHOI"	10th	4 P.M.
NEWCHANG	"NANCHANG"	10th	4 P.M.
SHANGHAI	"CHINGHAI"	12th	Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGHAI"	12th	4 P.M.
MANILA	"THAN"	15th	3 P.M.
SHANGHAI	"CHENAN"	17th	4 P.M.
SHANGHAI	"LINAN"	20th	Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SOREW STEAMERS and THIRTEEN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chennan, Linan, Chinsun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

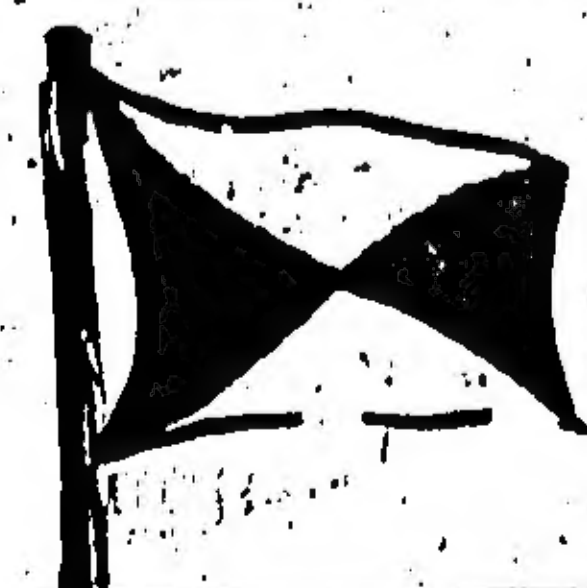
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers to Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 26 Hongkong, 7th March, 1910.



HONGKONG MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
YAVIRO	9540	R. Rogers	MANILA	SATURDAY, 12th Mar., at Noon.
ROBI	1147	A. Fraser	"	SATURDAY, 19th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th March, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	"SHAKANOO MARU" Capt. S. Nagata	TUESDAY, 8th Mar., at 2 P.M.
SHANGHAI via SWATOW, AMOI and FOOSHOW	"BUJUN MARU" Capt. Y. Fureko	THURSDAY, 10th Mar., at Daylight.
AMSUI via SWATOW & AMOI	"DAIJI MARU" Capt. H. Murayama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOI	"SONBU MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th March, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU" Capt. Wm. Thompson, Tons 9,000 "KANAGAWA MARU" Capt. J. Nagata, Tons 7,000 "HI ACHI MARU" Capt. N. Matheson, Tons 7,000 "MIYASAKI MARU" Capt. T. Mura, Tons 9,000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE	"KAMAKURA MARU" Capt. K. Kori, Tons 6,500	SATURDAY, 23rd Apr. from KOBE.
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VICTORIA, B.C. & SEATTLE via HANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU" Capt. S. Ichikawa, Tons 7,000 "INABA MARU" Capt. K. Kawara, Tons 7,000	TUESDAY, 16th Mar., at Noon. TUESDAY, 16th April, Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6,000 "YAWATA MARU" Capt. T. Sekine, Tons 5,000	FRIDAY, 18th March, at Noon. FRIDAY, 15th April, at Noon.
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BOMBAY via SINGAPORE AND COLOMBO	"BINGO MARU" Capt. G. C. Hurry, Tons 7,000	WEDNESDAY, 9th March.
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SHANGHAI, MOJI AND KOBE	"YETOROFU MARU" Capt. A. Keith, Tons 5,000	WEDNESDAY, 16th March.
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KOBE and YOKOHAMA	"IYO MARU" Capt. T. Harrison, Tons 7,000 "KITAVO MARU" Capt. R. Cope, Tons 9,000	FRIDAY, 11th Mar., at Noon. THURSDAY, 17th March, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5,000	WEDNESDAY, 16th Mar., at Noon.
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\* Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers.

\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd February, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI" Captain Pitcher, will be despatched as above on or about 16th March.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd February, 1910.

Shipping—Steamers

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR VANCOUVER, B.C., TACOMA & SEATTLE.

VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing Date
Kumeroo	6,332	J. Mathie	12th March
Aymara	4,363	J. Boyd	12th April
Suquia	4,657	F. W. Davies	12th June
Kumeroo	6,332	J. Mathie	12th July

These steamers are specially fitted for the carriage of Asiatic Stevedore passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA (Torio and Rubattino United Companies).

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI" Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to—CARLOWITZ & Co., Agents.

Hongkong, 4th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE" Captain G. C. Condy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE" Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd March, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY) (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPOQUE & Co., Agents at Hongkong, No. 4, Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. CROWN.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 15th April, 1909.

Shipping—Steamers.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co's Steamship

"NILE"

Captain E. P. Martin, R.N.R., will leave for the above places TO-MORROW, the 8th inst., at 5 P.M.

For Freight or Passage, apply to R. A. HEWETT, Superintendent.

Hongkong, 7th March, 1910.

THE AMERICAN AND ORIENTAL LINE

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE" will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 3rd January, 1910.

Intimations.

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF KOBE MESSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCE.

No. 17, WANGHAI ROAD, GROUND FLOOR.

Hongkong, 10th January, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VORX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th January, 1910.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

TYPEWRITERS, BICYCLES and MOTORS.

DRAGON CYCLE DEPOT,

23 and 25, Des Vaux Road.



## Intimations FRENCH STORE.

### NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

### INSPECTION SOLICITED.

14th January, 1910.

## KWONG FENG YUEN.

HEAD OFFICE—No. 83, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

to

H.B.M. Naval and Military

Authorities,



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROPRIATION BY DIVIDEND ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$250,000 }	\$2,000,819 { £2.5/- for half year ending 31.12.09 @ ex 1/4 = \$25.11 }	4 %	{ \$60 sellers London £88.10 (ex div.) }
National Bank of China, Limited	99,925	7	£6	{ £4,000 \$20,000 }	\$30,552 \$2 (London 5/6) for 1909	...	\$73 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$254,583 \$208,793 \$185,000 }	none \$10 for 1908	7 %	\$160 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 225,000 Tls. 235,253 Tls. 240,500 \$200,000 }	Tls. 207,573 Final of 7/6 making 15/- for 1908	...	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$198,848 \$105,249 \$682,609 }	\$8,464,977 { Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 %	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$199,264 \$100,000 }	\$7,7637 \$12 and bonus \$3 for 1907	7 %	\$230 buyers
<b>FIRE.</b>							
China Fire Insurance Company,	70,000	\$100	\$30	{ \$1,000,000 \$438,668 \$188,808 }	\$375,341 \$6 and bonus \$2 for 1907	7 %	\$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,437,478 }	\$208,711 \$27 for 1907	7 1/2 %	\$502 sales
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$20,000 \$20,871 }	\$1,038 \$1 for 1906	...	\$71 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$350,000 \$100,000 \$250,000 }	NIL 24 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$300,000 \$617,500 \$105,543 \$19,100 }	\$10,766 Final of \$12 for account 1910	7 1/2 %	\$304 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £240,000 }	£13,755 { 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 }	...	\$63 buyers
Do. (Deferred)	60,000	£5	£5	{ £240,000 £780,000 }	£13,755 { 3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	...	\$0/- sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £100,000 £1,000,000 }	£61,817 { \$1.00 for year ending 10.4.1909 \$0.50 }	4 % 3 1/2 %	\$26 sellers \$14
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$55,000 \$48,288 }	\$3,122	...	...
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$550,000 \$56,848 }	Dr. \$5,758 \$5 for year ending 31.12.08	3 1/2 %	\$168 sellers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ none Tls. 100,000 }	Dr. \$125,891 \$3 for 1897	...	\$123 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 }	Tls. 6.02 Tls. 10 for year ending 31.8.09	...	Tls. 600 buyers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	2,000,000	£1	£1	{ £175,000 £1,118 }	£1,481 First of 1/6 making 3/- for 1909	7 %	Tls. 18 sales
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none }	none First year	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4 1/2 }	Dr. £2,191 No. 12 of 1/- = 48 cents	...	\$6 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,000 }	Dr. \$7,481 \$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$550,000 \$20,800 \$20,000 \$20,444 \$121,000 }	\$10,102 None	...	\$61 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ Tls. 1,000,000 }	\$12,715 Interim of \$1 1/4 for account 1909	...	\$69 sellers
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 50,000 }	Tls. 6,261 Interim of Tls. 2 1/4 for 1908	6 1/2 %	Tls. 61
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	{ Tls. 125,000 }	Tls. 22,818 Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 150
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 25,000 \$1,000 }	Tls. 4,184 Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$750,000 \$24,641 }	\$24,641 \$1.20 on old and 60 cents on first new issue	...	\$10 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$60,000 \$10,000 }	\$10,272 { Interim of \$2.40 on old and 40 cents on new shares for account 1909 }	6 1/2 %	\$80 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	{ \$500,000 \$25,000 }	\$27,911 Interim of 3/- for account 1909	7 1/2 %	\$101 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$250,000 \$25,871 }	\$2,911 45 cents for 1909	5 %	\$77 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$29 \$2 1/2 for 1909	...	\$27 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,558,045 Tls. 100,000 }	Tls. 14,404 Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107.8
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,958 Final of \$1.80 for account 1909	8 1/2 %	\$243 sellers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 250,000 Tls. 40,008 }	Tls. 10,092 Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 134
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ Tls. 40,008 \$30,000 }	\$9,353 50 cents for year ending 31.7.08	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372 Tls. 7 1/2 for year ending 30.9.08	...	Tls. 66 sellers
Lao-kung-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ none }	Tls. 4,839 Tls. 6 for 1909	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 21,172 }	Tls. 15,921 Tls. 50 for 1906	...	Tls. 360
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 }	£648 15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 }	NIL \$1.20 for 1908	10 %	\$10 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$6,138 50 cents for year ended 28.2.06	...	\$62 sellers
Do. Do. special shares	50,000	\$10	\$10	{ none }	\$6,138 80 cents for 1909	8 1/2 %	\$82 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$12	{ \$100,000 \$1,000 }	\$1,407 \$1.20 for year ending 31.7.09	8 1/2 %	\$172 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$12,000 \$1,000 }	\$1,893 Interim of 35 cents for account 1909	10 % 8 %	\$72 sales \$12
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 }	\$3,756 8 cents for year ending 31.12.08	6 %	\$203 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 }	\$670 Final of \$8 for 1909	10 % 8 1/2 %	\$107 ex div. \$213 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none }	\$5105 \$1 and bonus 20 cts. for year ending 30.9.09	...	\$203 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$15	{ \$150,000 }	\$7,626 Final of \$8 for 1909	...	\$107 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$30,000 }	\$8790 Final of \$1 making in all \$2 for 1909	...	\$213 sellers
Maatschappij tot Mijn. Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 6,924 }	Tls. 316,682 4th interim of Tls. 12 1/2 for 1909	...	Tls. 1,000 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 }	\$1,204 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % 3 %	\$13 \$13.30
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$20,000 }	Pa. 18,640 None	...	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none }	...	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,350 Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 s.
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$31,006 None	...	\$25 sales
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none }	\$63 40 cents for year ending 31.5.09	7 %	\$44 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none }	\$172 60 cents for year ending 31.12.08	5 %	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$40,000 }	\$342 60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$123 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 5,000 }	\$2,613 Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	{ none }	\$782 { Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	...	\$3 sellers
<b>RUBBERS.</b>							
Alagar Rubber Estates	750,000	1/2	1/2	{ none }	none None	...	7/6
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	1/2	1/2	{ none }	none Interim of 6d. for account 1909	...	30/- sales
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ \$7,400 }	\$11,105 45 % interim for 1909	...	\$105
Castfield Rubber Estate, Limited	32,650	£1	£1	{ none }	none 2/6 for 1909	...	27/6
Damanara (Selangor) Rubber Co.	110,000	£1	£1	{ none }	none None	...	145/-
Golconda Malay Rubber Co.	80,000	£1	£1	{ none }	none None	...	125/-
Higland & Lowland Fara. Rubber Co. (fully paid)	181,454	£1	£1	{ none }	none 7 1/2 % and interim for 1909	...	nominal
Do. do. (contributory)	123,548	£1	£1	{ none }	none None	...	7/6
Kamuning (Perak) Rubber Tin & Co.	950,000	1/2	1/2	{ none }	none None	...	nominal
do. do. A Shares	105,000	1/2	1/2	{ none }	none None	...	162/6
do. do. B Shares	105,000	1/2	1/2	{ none }	none None	...	49/6
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	{ none }	£80 20 % for year ending 3.6.08	...	nominal
Linggi Plantations, Limited (ordinary)	900,000	1/2	1/2	{ none }	none Interim of 40 % = 9d. for account 1909	...	nominal
Do. do. (7% pref.)	10,000	£1	£1	{ £4,000 }	none None	...	158/6
Ledbury Rubber Estates, Limited	6,000	£1	£1	{ none }	none None	...	20/-
Do. do. (contributory)	40,000	£1	£1	{ none }	none None	...	20/-
Sagga Rubber Company, Limited	20,000	£1	£1	{ \$20,000 }	\$1,275 Interim of 60 % for 1909	...	22 1/2 buyers
Sandycroft Rubber Company	50,000	£1	£1	{ none }	none None	...	40/-
Sekong Rubber Company, Limited	80,000	£1	£1	{ none }	£836 3 % for 1908	...	68/-
Shelford Rubber Estate Limited	65,000	£1	£1	{ none }	none None	...	\$675 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	{ none }	none None	...	91/6
Sungei Chok Rubber Estate Company, Limited	45,000	£1	£1	{ none }	£3,448 7 1/2 % interim for 1909	...	128/6
Sungei Kapor Rubber Company	110,000	£1	£1	{ none }	...	...	...

## Intimations

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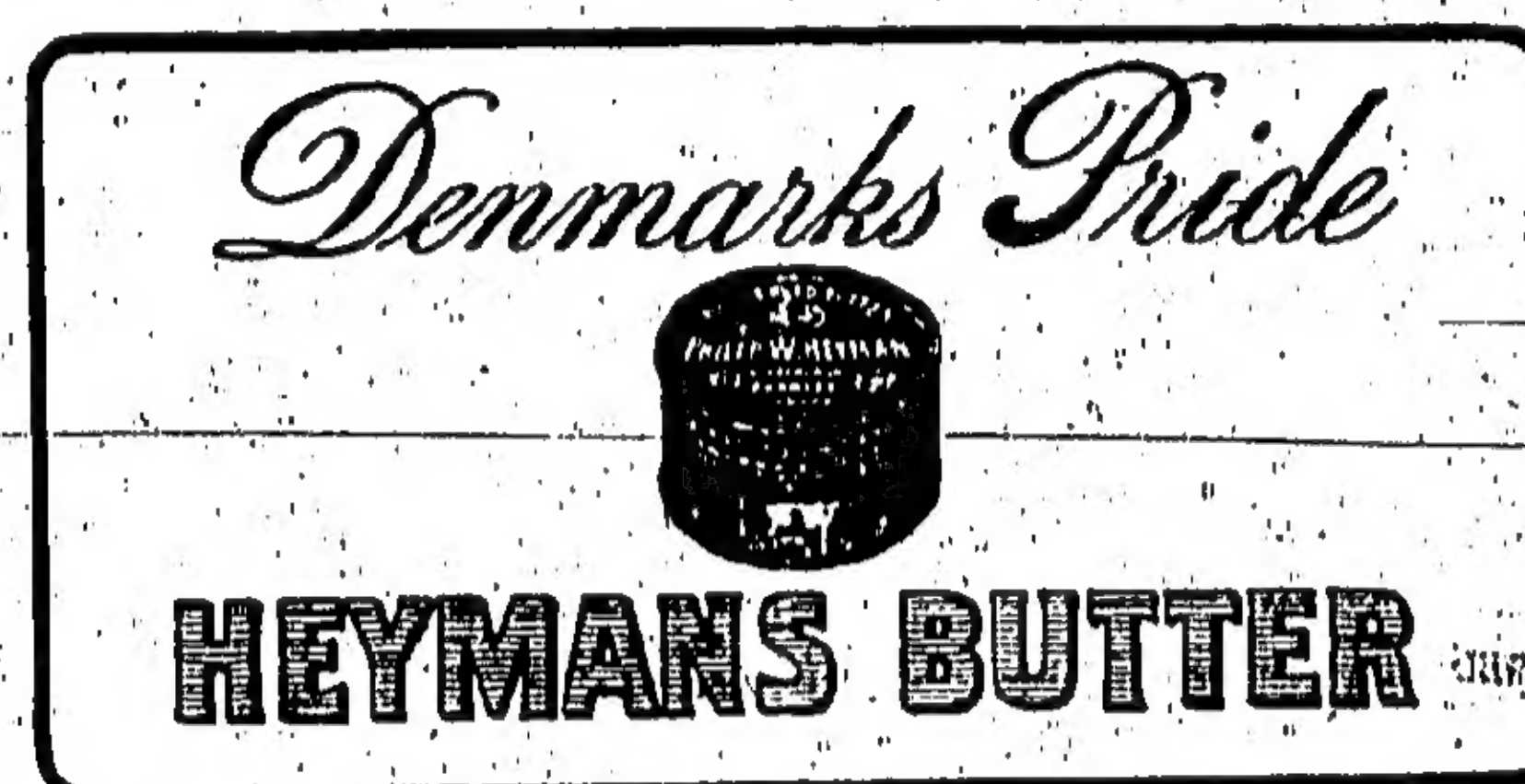
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ENGLISH BICYCLES AND ACCESSORIES  
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Hongkong, 2nd March, 1910.

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Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
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LACE and EMBROIDERIES a specialty.

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Coast Port Orders carefully  
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HAIR-DRESSING SALOON.HAS ALWAYS ON HAND  
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COLLECTION  
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